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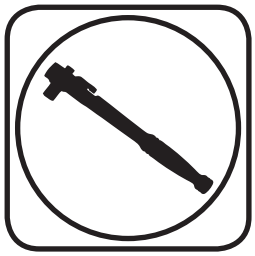
Installation Instructions

Part # 11055010/11055110 - 1958-1964 GM B-Body StreetGrip

Front Components	
11059590	Delrin Control Arm Bushings
90003041	Tall Upper Balljoint
11052350/11052351	Front Dual Rate CoilSprings
22169847	Front HQ Series Shocks
11059120	Front SwayBar
11059300	Drop Spindle
Rear Components	
11054798	Rear Dual Rate CoilSprings
22189844	Rear HQ Series Shocks
11059122	Rear SwayBar

Recommended Tools



1958-1964 GM B-Body Street Grip
Installation Instructions

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The Spindle in this kit is a Classic Performance Products(CPP) disc brake spindle. Most brake companies offer a disc brake package for this spindle.

Major Components .....In the box

Part #	Description	QTY
55585950/55585951	Front CoilSprings - Small Block/Big Block	2
55545950	Rear CoilSprings	2
90003041	Tall Upper Balljoint	2
90003077	Lower Balljoint	2
90002514	Delrin Bushing Outer Shell - Upper Control Arm	4
90002537	Delrin Bushing Outer Shell - Lower Control Arm	4
90002521	Delrin Bushing Inner Sleeve - Upper Control Arm	4
90002538	Delrin Bushing Inner Sleeve - Lower Control Arm	4
70012395	Delrin Bushing - Upper Control Arm	4
70012506	Delrin Bushing - Lower Control Arm	4
	Front Shocks	
22869998	5.75" Stroke Stud Top Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002068	Standard T-Bar (Installed in Shock)	2
70011140	Stud Top Bushing	4
70011141	Stud Top Bushing Washer	4
99372006	3/8"-24 Jam Nut	4
	Rear Shocks	
22989999	7.55" Stroke Eye Top Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
70011138	3/4" ID Shock Bushing (Installed in Shock)	2
90002068	Wide T-Bar (Installed in Shock)	2
90002103	5/8" ID Shock Sleeve (Installed in Shock)	2
11059120	Front Swaybar Kit	1
11059122	Rear Swaybar Kit	1
11059300	2" Drop Spindle	1
99373005	3/8" Split Lockwasher	4
99433003	7/16" Split Lockwasher	4
90002263	Red Loctite	1

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Installation Instructions

Getting Started.....

Congratulations on your purchase of the Ridetech StreetGrip Kit. This system has been designed to give your Car excellent ride and handling along with a lifetime of enjoyment. Some of the key features of this Kit: Dual Rate CoilSprings, Delrin Control Arm Bushings, Larger Swaybars with Delrin Liners and a Taller Upper Balljoint.

The majority of the StreetGrip Components will be installed together. For example, the Front CoilSprings, Balljoint, Control Arm Bushings, Spindles, and Shocks will be installed in conjunction with each other. On the rear, the CoilSprings and Shocks will be installed in conjunction with each other. The Sway Bars will, typically, be installed after the rest of the components are installed.

Hardware Kit .....#99010064

The StreetGrip Kit is supplied with a hardware kit. This hardware kit contains individual bags for the different kits within the main kit. The bags are labeled to help determine the correct hardware for the installation of the specific kits. The instructions will aid you in selecting the correct hardware for each component. The bags included in this kit are:

Front Sway Bar Kit
Control Arm Kit
Rear Sway Bar Kit

Front Suspension

The front components that will need to be installed are: Control Arm Bushings, Upper Ball Joints, Shocks, Spindles, and CoilSprings. The SwayBar can be installed anytime after the rest of the front suspension is complete.

If you have never done this type of work before, we recommend getting a Factory Service Manual for proper procedures of disassembly and reassembly of the components for your car.

Rear Suspension

The rear components that will be installed are; rear Dual Rate CoilSprings, and rear HQ Series Shocks. The Swaybar can be installed after the rest of the suspension is assembled.

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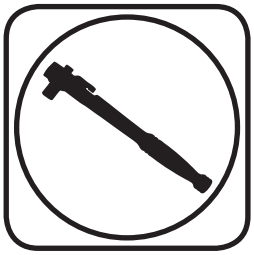
Installation Instructions

Part # 11059590 - 1958-1954 B-Body Delrin Control Arm Bushings

Recommended Tools



1958-1964 B-Body Delrin Control Arm Bushings

Installation Instructions

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Major Components .....In the box

Part #	Description	QTY
70012382	Upper Control Arm Bushing Outer Shell	4
70012517	Lower Control Arm Bushing Outer Shell	4
70012419	Delrin Upper Control Arm Bushing	4
70012572	Delrin Lower Control Arm Bushing	4
90002521	Upper Bushing Inner Sleeve	4
90002538	Lower Bushing Inner Sleeve	4
70012573	Cross Shaft Alignment Spacer - .750" - Rear Alignment Spacer	2
70012574	Cross Shaft Alignment Spacer - .250" - Front Aligment Spacer	2

Hardware Bag - Control Arm Kit

Part #	Description	Usage	QTY
99433003	7/16" Split Lockwasher	Lower Control Arm Shaft Bolts	4
99373005	3/8" Split Lockwasher	Upper Control Arm Shaft Bolts	4
90002263	Red Loctite	Control Arm Shaft Bolts	1
99431017	7/16"-20 x 2 3/4" Hex Bolt	Upper Cross Shaft to Frame	4
99432008	7/16"-20 Locking Nut	Upper Cross Shaft to Frame	4

Getting Started.....

The Front Control Arms will need to be removed from the car. Refer to the Factory Service Manual for disassembly procedure.

This B-Body Bushing Kit contains: 4 Upper Control Arm Bushing Assemblies and 4 Lower Control Arm Bushing Assemblies. The Upper Bushings are all the same and the Lower Bushings are the same. Be sure to match the correct Bushings with the correct locations.

THE UPPER CONTROL ARM REQUIRES SPACERS TO BE RAN BETWEEN THE CROSS SHAFT AND THE FRAME. THE FRONT REQUIRES A 1/4" SPACER, THE REAR REQUIRES A 3/4" SPACER. THE SPACERS AND LONGER 7/16" X 2 3/4" BOLTS ARE SUPPLIED IN THIS KIT.

There are several different ways that the Bushings can be removed from the Control Arms. If you have an Air Chisel, a Wide Flat Bit works well. If you don't have access to an Air Chisel, they can be removed by first, drilling out the rubber with a Hand Drill and Drill Bit. With the Rubber removed, distort the Bushing Shell with a Hammer and Chisel and Knock it out. No matter the process used, the main objective is to **NOT** distort the Control Arm.

WE RECOMMEND MARKING DRIVER AND PASSENGER CONTROL ARMS AND CROSS SHAFTS. ALSO, MARK THE ORIENTATION OF THE CROSS SHAFTS.

1. Measure the Outside Width of the Control Arms and write it down before starting Bushing Removal. You will use this Dimension to check the Control Arms after the new Delrin Bushings are installed.

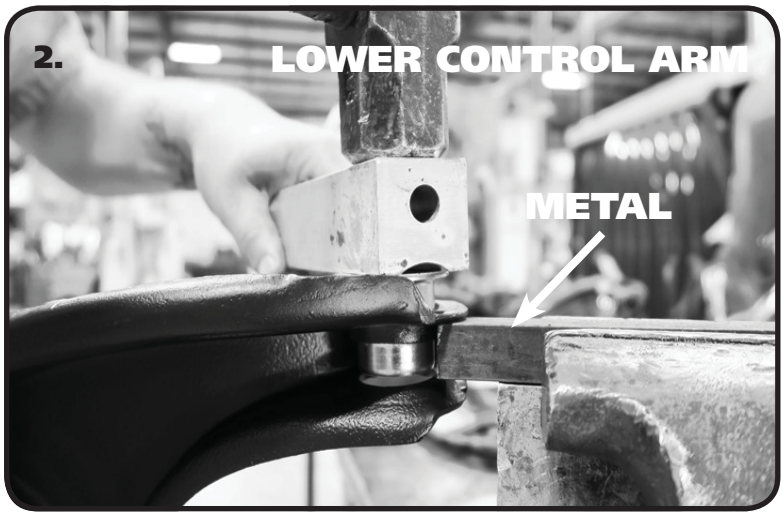
Delrin Bushing Installation

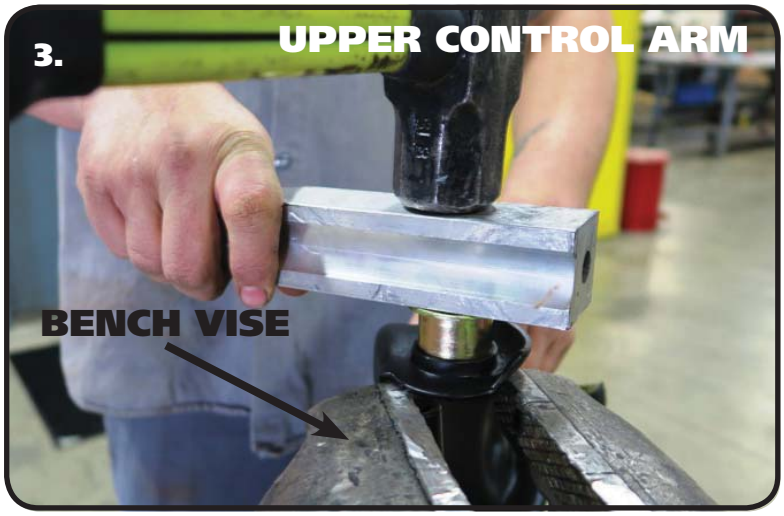
The Cross Shaft must be put in place and in the correct orientation before installing the Bushing Shells in the Upper & Lower Control Arms.

Just like Bushing Removal, there are several ways the Delrin Bushing Assemblies can be installed. No matter the method used, the Control Arm needs to be **SUPPORTED** to keep from distorting the Control Arm. We recommend cutting spacers to go inside the Control Arms when using a Press to install the Bushings. We have used several different methods to install the Bushing Assemblies. We are going to cover the one that worked best for us. When installing the Bushings, the Outer Shell will be installed in the Arm by itself. Next, Press in the Delrin Bushing, followed by the Inner Sleeve. **WE DO NOT RECOMMEND INSTALLING THE BUSHINGS COMPLETELY ASSEMBLED.**

Note: The Delrin is self-lubricating, no lubricant is needed.

2. Disassemble the Bushing being installed. When installing Bushings in the Control Arms, insert the Cross Shaft before installing any Bushings. Support the Back Side of the Flange the Bushing is being Installed in. Use a STIFF piece of Metal clamped in a Bench Vise for the Lower Control Arms **(Figure 2)**. The Upper Control Arm can be supported by either the same piece of Metal or by the Bench Vise with the Jaws opened wide enough to let the Bushing Shell pass through **(Figure 3)**.





3. Use another Piece of Metal or Strong Wood to Drive the Outer Shell into the Control Arm until the Shell stops against the Control Arm.

4. Press the Delrin Bushing into the Bushing Shell followed be the Inner Sleeve. DO NOT DRIVE IN WITH HAMMER.

5. Reinstall the Outer Washer using the OEM Bolt, but replace the Lockwasher with the supplied Lockwasher and apply Loctite to the threads. Tighten Hardware to eliminate any gaps between the Bushings and Cross Shaft.

6. Reattach th eLower Control Arm. to Car using the OEM Hardware. .

The Upper Control Arm requires spacers to be ran on the attaching bolts. The kit includes a 1/4" Aluminum Spacer for each fron bolt and a 3/4" Aluminum Spacer for each rear bolt. It is necessary to run these spacers.

7. To attach the Upper Control Arm, you will need to knock the OEM bolts out of the frame and replace them with the 7/16" x 2 3/4" Bolts supplied with the kit. Insert the new bolts into the mounting holes and install the 1/4" Spacer in the Front Bolt and the 3/4" Spacer on the Rear Bolt then install the control arm. Install the 7/16" Lock Nuts and tighten.

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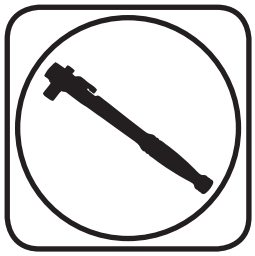
Installation Instructions

Part # 90003041 - B-Body Tall Upper Balljoint

Recommended Tools



B-Body Tall Upper Balljoint
Installation Instructions

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DUE TO THE SHANK OF THE BALLJOINT BEING LONGER, THE BALLJOINT BOOT IS DESIGNED TO SEAL ON THE BALLJOINT SHANK. IT DOES NOT SEAL AGAINST THE SPINDLE.

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Installation Instructions

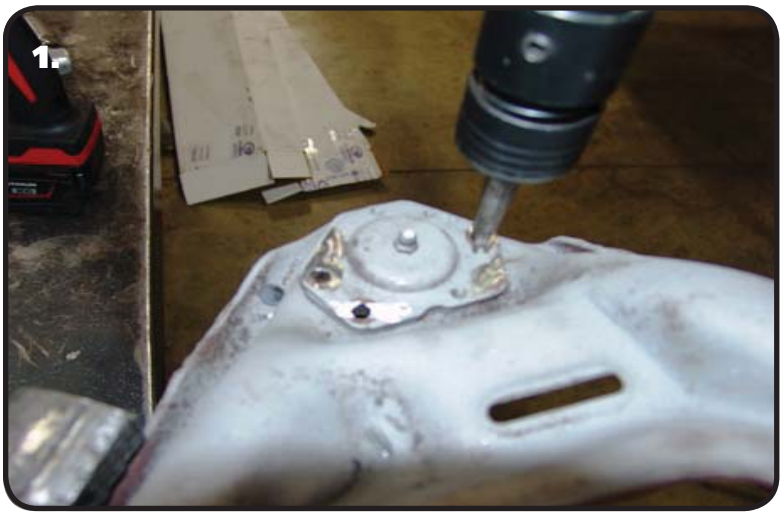
Major Components .....In the box

Part #	Description	QTY
90003041	B-Body Tall Upper Balljoint	2
90003077	Lower Balljoint	2

Getting Started.....

The Tall Upper Balljoint is used in the StreetGrip Kit to help correct the camber gain. The Camber Gain on the OEM Suspension is incorrect and the Tall Balljoint repositions the upper control arms to help improve the camber gain.

The Upper Balljoint will need to be disconnected from the Spindle. Refer to the Factory Service Manual for Disassembly.



1. If your Balljoints are Bolted to the Control Arms, simply unbolt them. If your car has the Original Balljoints, they will be Riveted to the Control Arms. The Rivets can be removed by Grinding the Heads off and driving the out with a Hammer and Punch.

NOTE: WE RECOMMEND MARKING THE DRIVER AND PASSENGER CONTROL ARMS.

2. Insert the Balljoint into the Control Arm from the top side of the Control Arm with the Balljoint Pin Sticking down. Attach it to the Control Arm with the Hardware Supplied with the Balljoint. Torque the Hardware to 25 ftlbs. Engage the Balljoint Pin into the Spindle and install the Castle Nut Supplied. Torque the Castle Nut to 50 ftlbs and tighten to align Cotter Pin Hole. Install Cotter Pin through Hole and Bend Pins to prevent falling out.

3. Remove the lower balljoint and replace it with the new balljoint supplied in the kit.

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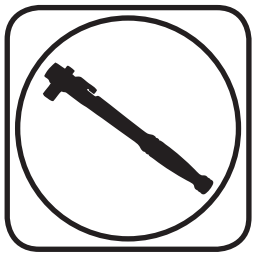
Installation Instructions

Part # 11052350/11052351 - 1958-1964 B-Body Front CoilSpring

Recommended Tools



1958-1964 B-Body Front CoilSprings Installation Instructions

CoilSpring # 55585950 Small Block /55585951 Big Block Installation

Front dual-rate coilsprings will allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll. We have worked closely with Hyperco to develop custom dual rates to ensure the best ride possible.

The Front Control Arm Bushings and Upper Ballljoint should be installed before installing spring. The Front Suspension should be assembled with the Lower Balljoint disconnected from the Spindle.

1. Compress the CoilSpring with an Internal Spring Compressor with the **CLOSE COILS TO THE BOTTOM**.

2. With the OEM Spring Removed, insert the CoilSpring into the Pocket. SPECIAL ATTENTION NEEDS TO BE PLACED ON THE LOCATION OF THE ENDS OF THE SPRINGS TO MAKE SURE THEY ARE CLOCKED CORRECTLY . The end of the CoilSpring will nest into the receiver area of the Control Arm. If you line up the bottom, the top will be correct.

3. While holding the Spring in place, Slowly Jack the Lower Control Arm up until the Lower Balljoint can be Engaged into the Spindle. Install the Castle Nut and Torque to 65 ftlbs then tighten as needed to align cotter pin hole. Install Cotter Pin. Once the Balljont is tight, remove the Spring Compressor.

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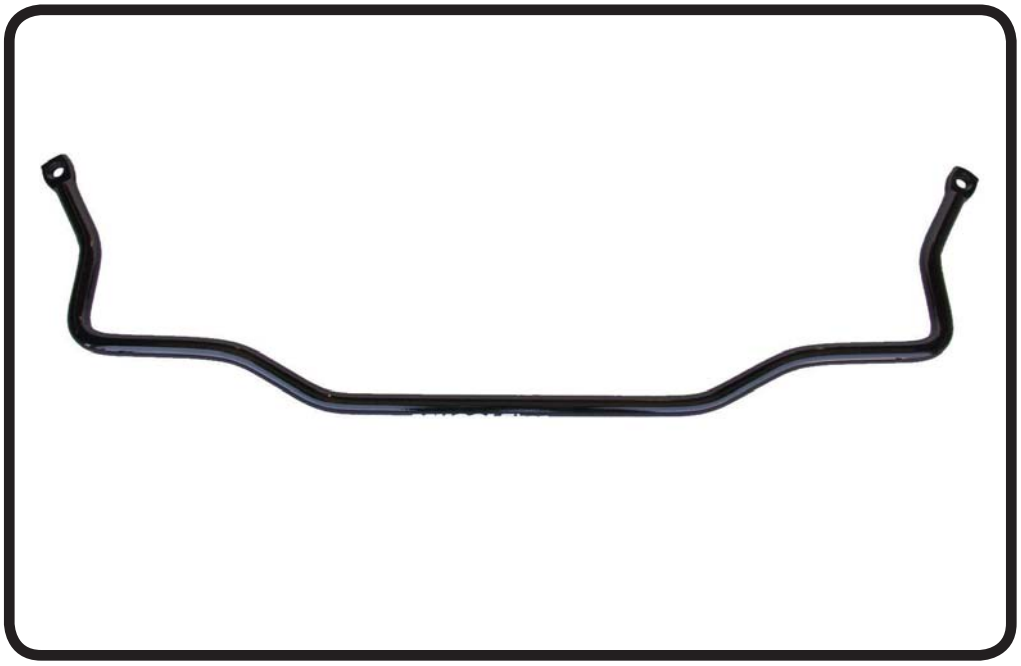
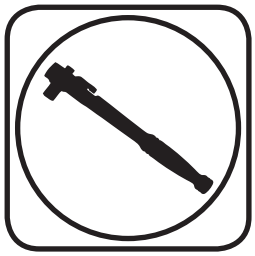
Installation Instructions

Part # 11059120 - 1958-1964 B-Body Front SwayBar



Recommended Tools



1958-1964 GM B-Body Front SwayBar
Installation Instructions

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www.ridetech.com
812-482-2932

Major Components .....In the box

Part #	Description	QTY
90002530	Front SwayBar	1
90002531	End Link Kit	1
70012496	Delrin Sway Bar Bushing Liner	2
90002533	Offset Bushing Strap	2
90002539	SwayBar Bushing	2
90002534	Offset SwayBar Bushing Spacer	2

Hardware Bag - Front Sway Bar Kit

Part #	Description	Usage	QTY
99311002	5/16"-18 x 1 1/4" Hex Bolt	Bushing Strap to Frame	4
99313003	5/16" SAE Flatwasher	Bushing Strap to Frame	4
99312003	5/16"-18 Nylok Nut	Bushing Strap to Frame	4

Getting Started.....

IF YOUR CAR HAS THE FACTORY POWER STEERING SLAVE CYLINDER, KIT 11059121 WILL BE NEEDED TO INSTALL THE STREETGRIP SWAYBAR

Install all Front StreetGrip Components before installing the SwayBar.

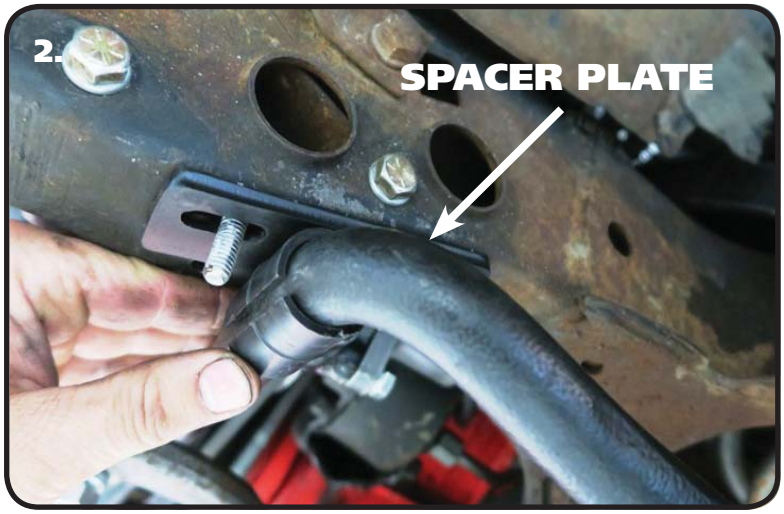
Remove the OEM swaybar and mounts to prepare for the StreetGrip SwayBar installation.

This SwayBar kit utilizes a Delrin Liner in the SwayBar Bushing. The Delrin Liner allows the Swaybar to move freely and quietly in the Bushing. The Delrin is self-lubricating, no lubrication is required.

1. The Delrin Liner is split on one side to ease installation. We found it easier to install by opening up the Liner enough to slide it onto the end of the SwayBar, then sliding it into position. It will open up and slide over the curves in the Bar. Install a Liner on each side of the SwayBar in the approximate location they will need to be when installing the SwayBar on the Car.

Note: The Delrin is self-lubricating, no lubricant is needed.

SwayBar Installation



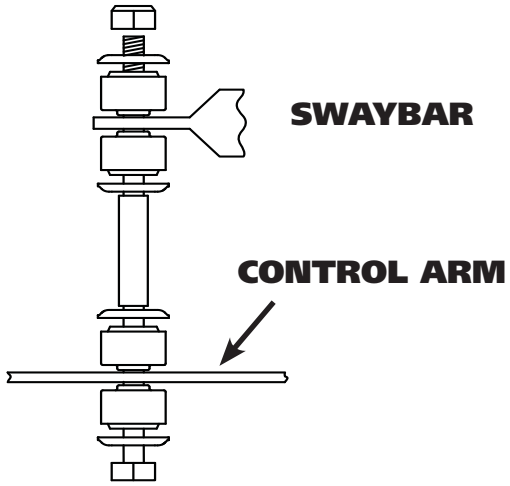
2. Insert 5/16"-18 x 1 1/4" bolts into the OEM swaybar holes from the inside on the frame. There is an access hole in the frame. Install the spacer plate with the NARROW side to the outside of the frame.

3. Open up the Poly SwayBar Bushings and install them over the Delrin Sleeves.

4. Slide the SwayBar into position on the Car. The SwayBar Arms will be above the Tie Rods, Idler Arm, and Pitman Arm. Install the bushing strap onto the bushing with the NARROW side to the outside of the frame. Install a 5/16" flatwasher and 5/16" nylok on each bolt sticking through the bushing strap. Do **NOT** Complete tighten the Hardware. It will be left partially loose until the End Links are installed.

SwayBar Installation

5.



5. Install the End Links. Use Diagram "5" for proper installation. Tighten the Hex Nut enough to slightly compress the Bushings.

6. Tighten the Sway Bar Mounting Hardware.

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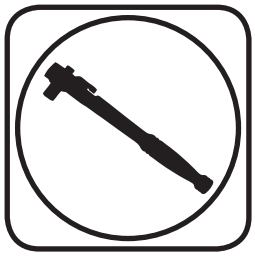
Installation Instructions

Part # 11054798 - 1958-1964 B-Body Rear CoilSpring

Recommended Tools



1958-1964 B-Body Rear CoilSprings Installation Instructions

CoilSpring # 55545950 Installation

Rear dual-rate coilssprings will allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll. We have worked closely with Hyperco to develop custom dual rates to ensure the best ride possible.

The Rear Shocks should be installed at the same time as the Rear CoilSprings.

1. Refer to the Factory Service Manual for CoilSpring Removal.

2. With the OEM Spring Removed and the Top of the StreetGrip Rear Shocks Bolted to the Frame, **Position the Spring in the Rear CoilSpring Pocket with the CLOSE COILS TO THE BOTTOM**.

3. While holding the Spring in place, Slowly Jack the Differential up until the bottom Shock Mounting can be attached. Refer to Shock Instructions for proper Shock Assembly.

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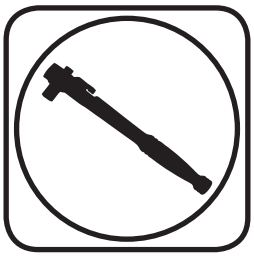
Installation Instructions

Front & Rear HQ Series Shocks

Recommended Tools



Front & Rear HQ Series
Installation Instructions

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Installation Instructions

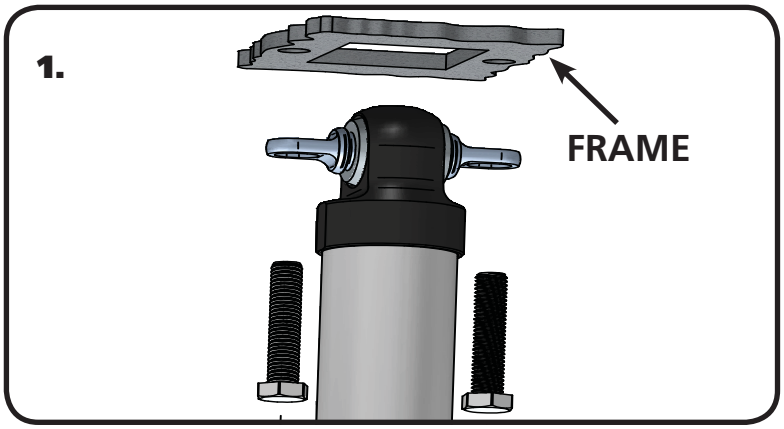
Rear - Part # 22189844 - 7.55" HQ Series Shocks

Major Components .....In the box

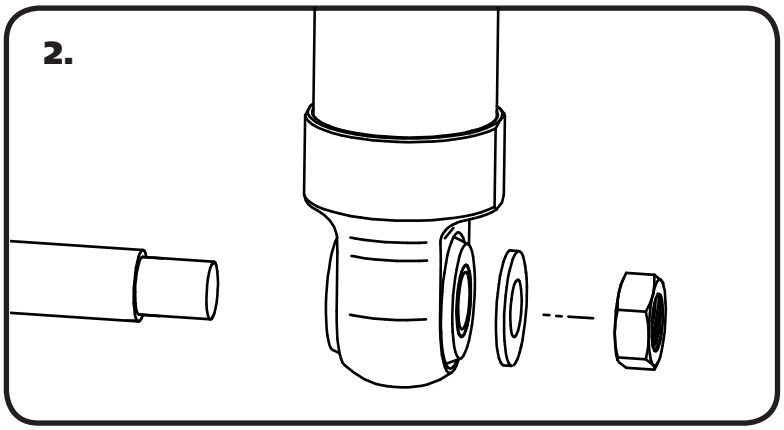
Part #	Description	QTY
22989999	7.55" Stroke Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002068	Wide Trunnion (Installed in Shock)	2
70011138	3/4" ID Shock Bushing (Installed in Shock)	2
90002103	5/8" ID Shock Sleeve (Installed in Shock)	2

Shock Installation

The Rear Shocks will be installed in conjunction with the Rear CoilSprings.



1. With the OEM Shock removed, install the Ridetech shock. Attach the Top of the Shock in the OEM Location using the OEM Hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.



2. The Lower Shock is Bolted to the axle using the OEM shock mount and hardware. With the CoilSprings in place, Jack the Rear Differential up until the Shocks can be Bolted in place. Insert the Assembly onto the OEM Shock Stud. Install the OEM hardware and tighten.

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Installation Instructions

Front- Part #22169847 - 5.75" Stroke HQ Series Shocks

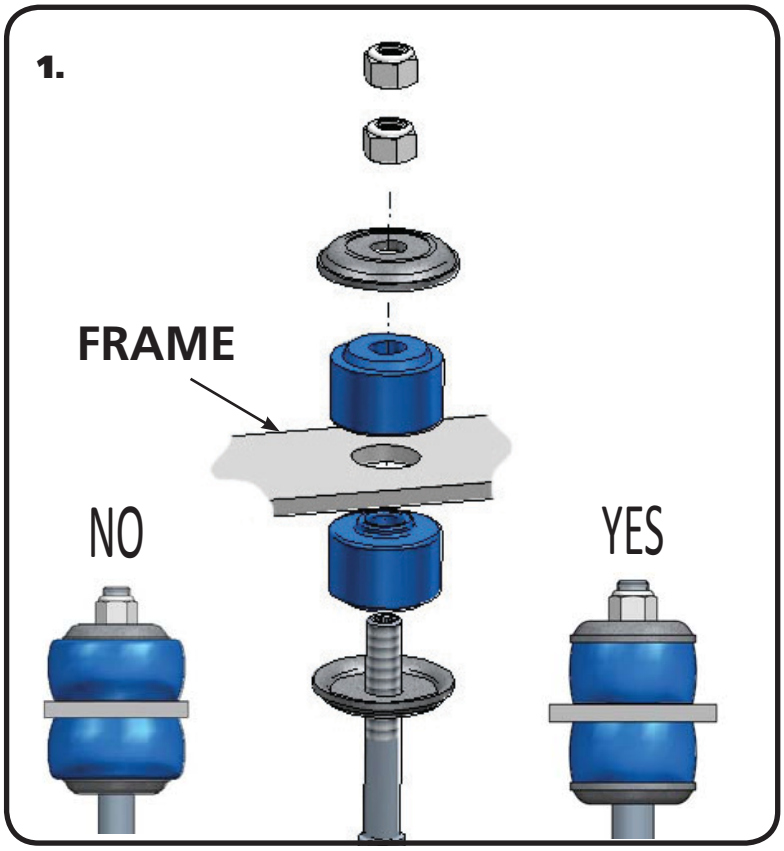
Major Components .....In the box

Part #	Description	QTY
22869999	5.75" Stroke Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002068	Wide Trunnion (Installed in Shock)	2
70011141	Bushing Support Washer	4
70011140	Stem Bushing	4
99372006	3/8"-24 Thin Jam Nut	4

Due to manufacturing tolerances it may be necessary to clearance the Control Arm to get the Shock through the Control Arm opening.

Shock Installation

Before installing the Shocks, the Control Arm Bushings, Upper Balljoint, and Coil-Springs should be installed.

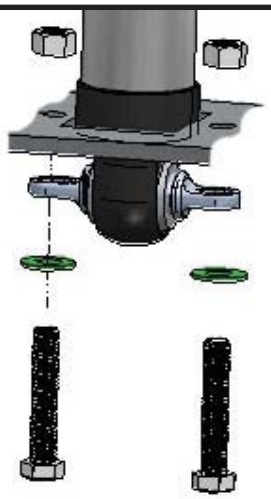


1. With the OEM shock removed, install the Ridetech shock. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the shock stud sticking through the frame, install a Shock Stem Bushing on to the shock stud followed with a Bushing Support Washer. Install a 3/8"-24 Thin Jam nut onto the threads and tighten to 35 inlbs. The Bushing should be tight, but not to the point that the bushing is bulging past the Support Washer. Install the 2nd 3/8-24 Thin Jam nut and tighten it against the first nut. Reinstall Adjuster Knob.

NOTE: It may be necessary to remove the OEM Speed Nuts from the Control Arm to allow room for the Shock to slide through the opening in the Control Arm. The Speed Nuts can be reinstalled after the Shock is in position.

Shock Installation and Adjustment

2.



2. Attach the Trunnion to the OEM Control arm using the OEM hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.

Shock adjustment 101- **Single Adjustable**

Rebound Adjustment:

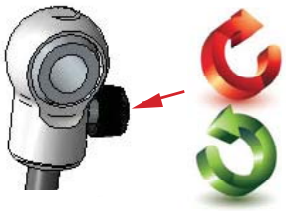
How to adjust your new shocks

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO setting, then set the shock to a street setting of 12 or handling setting of 8.

-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clockwise 12 clicks. This sets the shock at 12 for a street setting. If you are after a handling setting only go 8 clicks.

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the vehicle is too soft increase the damping effect by rotating the rebound knob clockwise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.

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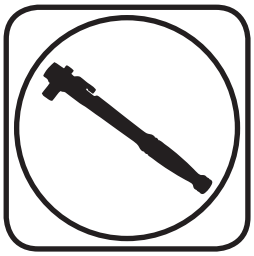
Installation Instructions

Part # 11059122 - 1958-1964 B-Body Rear SwayBar

Recommended Tools



1958-1964 B-Body Rear SwayBar
Installation Instructions

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Major Components & Hardware .....In the box

Part #	Description	QTY
90002535	Rear SwayBar	1
90002536	Control Arm Spacer	4

Hardware Bag - Rear Sway Bar Kit

Part #	Description	Usage	QTY
99431003	7/16"-14 x 3" Hex Bolt	SwayBar to Control Arm	4
99432001	7/16"-14 Nylok Nut	SwayBar to Control Arm	4
99433002	7/16" SAE Flatwasher	SwayBar to Control Arm	8

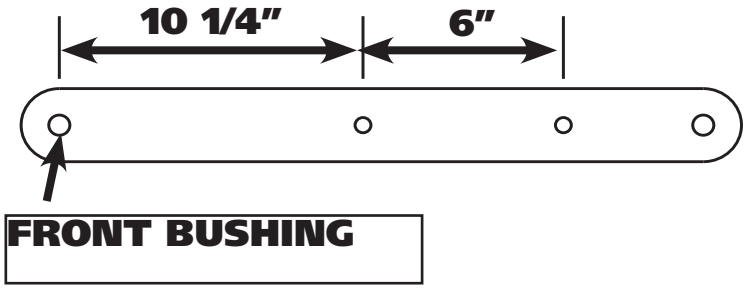
Getting Started.....

These cars didn't come equipped with a SwayBar, you will need to Drill Holes in the Lower Control Arms to attach the supplied SwayBar.

The holes can be drilled with the arms on OR off the car. Measurements for the hole locations are provided below. The measurement is take from the CENTER of the front control arm bushing.

SwayBar Installation

3.



1. Holes will need to be drilled in the lower control arm to mount the rear swaybar. These holes should be drilled to 7/16". Measure back 10 1/4" from the center of the Front Bushing and make a mark centered top to bottom. Next measure back 6" from your first mark and Mark the Second Hole centered Top to Bottom. Drill the Locations with a 7/16" Drill Bit going through both Sides of the Arm. Repeat for both Arms.

SwayBar Installation

2. Insert the Supplied Spacer into the inside of the Control Arm at the Hole Locations. These Spacers will get Clamped in place by the Mounting Hardware after the SwayBar is installed. These can be welded in place if desired.

3. Slide the bar in Place with the LOW part of the bar down. Install a 7/16" washer on one of the 7/16"-14 x 3" Bolts and install one in each Front Hole to help hold it in place. Swing the SwayBar into position and insert the Rear Bolt/Washer. Tighten Hardware.